



MANAGEMENT SUMMARY

Dovetail Cultural Resource Group (Dovetail) completed an archaeological survey in association with the proposed Interchange Improvements to Fairfax County Parkway Extension, Fairfax County, Virginia, on behalf of the Virginia Department of Transportation (VDOT) as part of VDOT Project No. BRAC-96A-101, PE-101, UPC 81738. The proposed VDOT project includes improvements on two existing interchanges located on the future Fairfax County Parkway Extension (Route 7100) through the Fort Belvoir Engineer Proving Ground (EPG) in Fairfax County (Figure 1, p. 2).

The purpose of the field investigations was to identify the archaeological resources within the area of potential effect (APE). The survey areas for the archaeological investigations consisted of two sections. The first section (Section 1) consisted of the investigation of a proposed flyover beginning south of the existing I-95 northbound (NB) ramp to Route 7100 southbound (SB) which tapers down to the existing Route 7100 NB before Fullerton Road. The second section (Section 2) consisted of the widening of the loop ramp from the future Fairfax County Parkway Extension NB (currently 638 NB) to the beginning of the existing Route 7100 NB. The APE for archaeology for each of the interchange locations is defined as being 150 feet from the centerline of the applicable roadway. The fieldwork was conducted on August 6, 2008, with Kerri Barile serving as Principal Investigator, assisted by Kerry Schamel-González and Jeremy Moran.

Prior to the initiation of fieldwork, background archival research was performed at the Virginia Department of Historic Resources (VDHR) and the Cultural Resource Management and Protection Office, a division of the Fairfax County Park Authority, in Fairfax County, Virginia. A total of 25 previously-recorded archaeological sites are located within a 1-mile radius of the Section 1 Corridor. None of these are located within the APE. A review of the Civil War Sites Advisory Commission's (CWSAC) battlefield maps revealed that there are no mapped Civil War battlefields within either APE. A total of 23 previously recorded archaeological sites are located within a 1-mile radius of Section 2, one of these is within the APE. However, no traces of this site were identified during this survey and it is believed that the site was destroyed during the construction of the clover leaf for the on-ramp to 7100 NB. According to the site form on file with the VDHR, the site was located within an old road bed as seen in Figure 2, p. 2. However, when viewed on a recent aerial image and from the field survey it was evident that the site no longer exists (Figure 3, p. 3).

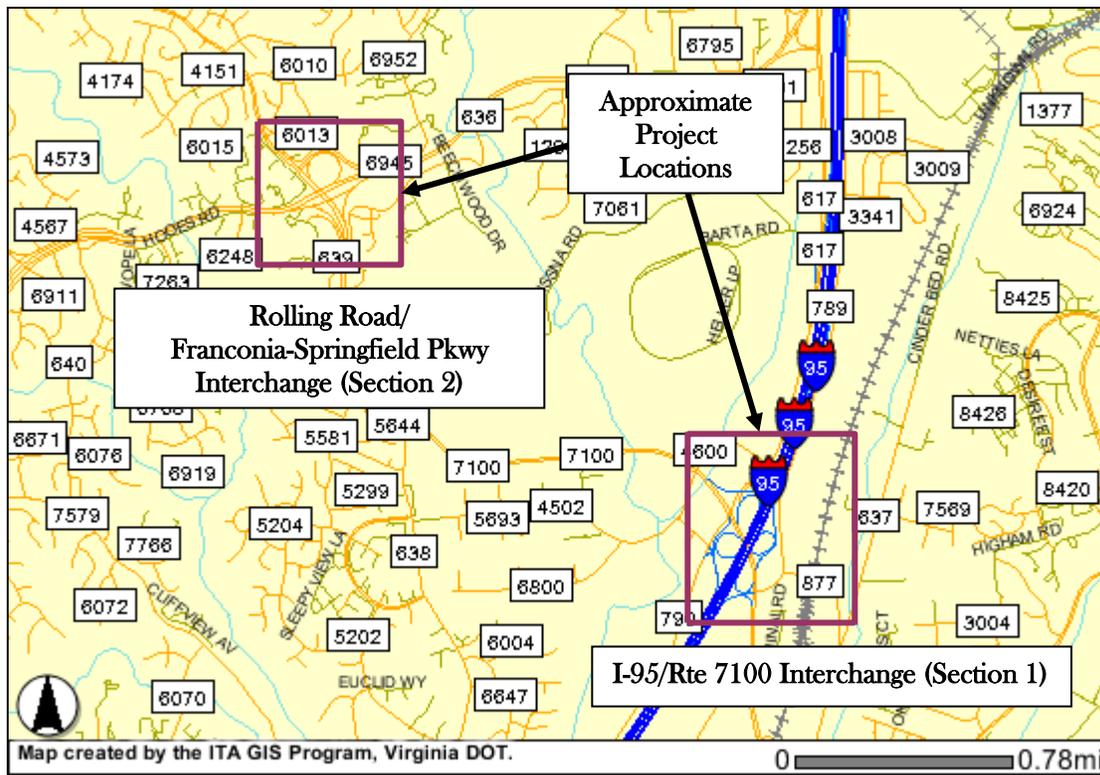


Figure 1: Project Location Map.

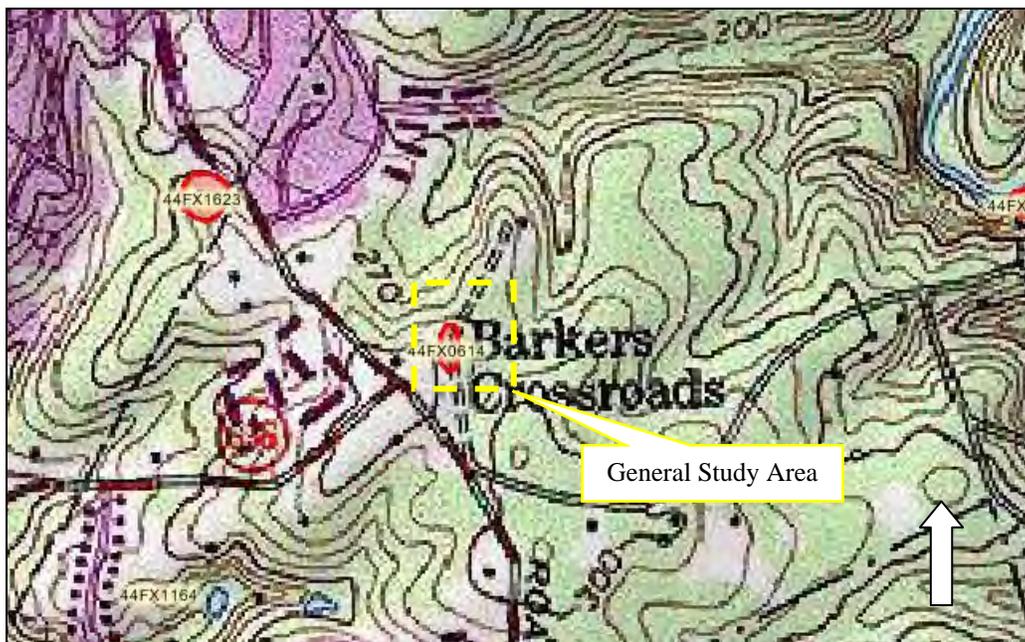


Figure 2: Topographic Map Showing the Location of Site 44FX0614 on the 1996 USGS Annandale, VA 7.5 Minute Quadrangle (DHR 2008).



Figure 3: Location of Site 44FX0614 on Aerial Image (DHR 2008).

Subsurface testing focused on the excavation of shovel test pits (STPs) to determine if any intact cultural remains could be identified within the Study Corridor. Because the ground disturbance was so apparent on the surface, only judgmental shovel tests were excavated at selected areas to view soil stratigraphy. STPs were given sequential alphanumeric designations to note their locations along each respective location (e.g., STP JT1). Shovel tests were not excavated in areas of known disturbance, excessive slope, or exposed bedrock. Shovel test pits measured approximately 12 inches in diameter and were excavated to penetrate at least 4 inches into sterile subsoil where possible.

All soils excavated from shovel test pits were passed through 0.25-inch hardware mesh cloth. Each natural stratum was given a stratum designation (e.g., L1) in order to delineate strata relationships. The shovel test numeric designation, level, excavator, and date were recorded on field tags for each level. Soil conditions, weather information, and notations on disturbances were recorded within field notes.

No artifacts were found and no archaeological sites, intact cultural features, or intact cultural deposits were identified within either of the APEs. The fieldwork for the archaeological survey of the Section 1 Study Corridor consisted of pedestrian surface survey. The pedestrian survey identified that the entire project area did not require subsurface testing due to slope and massive

disturbances. Disturbance was noted across the entire study area and was in the form of road grading, the construction of a run off pond, and graded landscaped areas (Photo 1 and Photo 2; Photo 3, p. 5).



Photo 1: View of Pond and Slope Along I-95 Northbound, Facing North. (Proposed location of Flyover).



Photo 2: View of Flyover Section Showing Ground Disturbance Along I-95, Facing South.



Photo 3: View of Drainage and Landscaped Area
Located North of Beginning of Section 1, Facing South.

The fieldwork for the archaeological survey of the Section 2 Study Corridor consisted of pedestrian surface survey and judgmental shovel testing. The pedestrian survey identified that the entire project area did not require subsurface testing due to slope, wetlands, and disturbance. However, to ensure that the soils within the Study Corridor were disturbed, 4 Judgmental Shovel Tests were excavated to investigate soil stratigraphy. Disturbance was noted across the majority of the study area and was in the form of large construction mounds, erosion, and graded landscaped areas (Photo 4 and Photo 5, p. 6; Photo 6 and Photo 7, p. 7).

A typical shovel test profile consisted of a dark grayish brown 4-inch level of organic fill, likely sod which overlaid a dark yellowish brown sandy silt mottled with a reddish brown clay (Photo 8, p. 8). This second stratum contained an abundance of road gravels and asphalt. Excavation was ceased at 10 inches due to impenetrable rocks. The stratigraphy showed obvious landscape disturbance.

A typical shovel test profile within the clover leaf consisted of over a foot of a strong brown sandy clay which contained construction gravels and asphalt. Natural soil was not encountered at this location.



Photo 4: View of Construction Mound Along East Side of Existing Loop Ramp, Facing East.



Photo 5: View of Road Grading Disturbance Sloping to the East, Facing North.



Photo 6: View of Drainage on Slope within Loop Ramp, Facing East.



Photo 7: View of Erosion Along Southeastern Side of Loop Ramp, Facing East.



Photo 8: View of Archaeologist Jeremy Moran
Excavating a Judgmental Shovel Test, Facing North.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

87 Deacon Road
Fredericksburg, VA 22405

DAVID S. EKERN, P.E.
COMMISSIONER

August 11, 2009

Ms. Kathleen S. Kilpatrick
Attn: Mr. Marc Holma, Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

VDOT Project: BRAC-96A-101, PE101; UPC 81738
VDHR File No: Not Assigned
County: Fairfax
Funding: Federal
Action: Eligibility and Effect Determination

Dear Mr. Holma:

The Virginia Department of Transportation (VDOT) is concluding environmental studies in association with the proposed Fairfax County Parkway Interchange Improvements at the I-95/Fairfax County Parkway (Route 7100) interchange and the Rolling Road (Route 638)/Springfield-Franconia Parkway (Route 7800) near the Fort Belvoir Engineer Proving Ground (EPG) in Fairfax County. A cultural resource survey was conducted to determine if historic properties are present within the Area of Potential Effects (APE). The VDOT is in receipt of a federal grant from the Department of Defense's Community Planning Assistance Program; therefore we are coordinating this undertaking with your agency in accordance with the 1999 Programmatic Agreement between the VDOT and the Virginia Department of Historic Resources (VDHR).

An archaeological survey was conducted by Dovetail Cultural Resource Group, Inc. (Dovetail) on August 6, 2008. Since no cultural resources were identified, Dovetail prepared a management summary (attached) of their findings in accordance with Programmatic Agreement. The VDOT believes that cultural resource work completed for this project meets the standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the VDHR Guidelines for Preparing Identification and Evaluation Reports (1999, revised 2001) with reference to the Programmatic Agreement between VDOT and the VDHR.

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Project Description

The VDOT proposes to improve two existing interchanges in the vicinity of the Fort Belvoir EPG. The first interchange (Section 1) is located at the I-95/Fairfax County Parkway Interchange and the second interchange (Section 2) is located at the Rolling Road/Springfield-Franconia Parkway Interchange. Section 1 includes a proposed flyover beginning south of I-95 southbound (NB) ramp to Route 7100 southbound (SB) which tapers down to the existing Route 7100 NB south of Fullerton Road. Section 2 includes widening the loop ramp from the Future Route 7100 NB to the beginning of existing Route 7100 NB. The Area of Potential Effects (APE) for archaeology encompasses an area extending 150 feet from the centerline of the existing roadway.

Identification of Historic Properties

Archaeological Resources

Dovetail conducted an archaeological survey of the proposed project area, including a pedestrian survey and excavation of judgmental shovel tests within the proposed APE. No archaeological resources were identified. In addition, one previously identified archaeological site (44FX0614) was not relocated during the survey and appears to have been disturbed during the original construction of the Rolling Road Interchange.

Architectural Resources

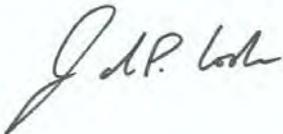
There were no architectural resources over the age of 50 years located within the project area view shed.

Determination of Eligibility and Effect

Since there is no evidence of Site 44FX0614 was apparently disturbed during the original construction of the Rolling Road Interchange, the VDOT recommends that Site 44FX0614 is not eligible for the National Register of Historic Places. Since no archaeological sites were identified within the project APE; the VDOT recommends that the project will have no effect on historic properties.

The VDOT invites you to review the enclosed materials (including a set of plans) and indicate your concurrence with our recommendations by signing below and returning to my attention within 30 days. Please feel free to contact me at (540) 654-1737 or at John.Cooke@vdot.virginia.gov if you have questions about this project.

Sincerely,



John P. Cooke
Archaeologist/Preservation Program Coordinator

Attachments

cc: Ms. Linda Blank, Fairfax County Planning Department
Dr. Elizabeth Crowell, Fairfax County Park Authority

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation (VDOT) recommendations that Site 44FX0614 is not eligible for listing on the National Register of Historic Places and that the proposed improvements associated with the Fairfax County Parkway Interchanges at Rolling Road and I-95 will have no effect on historic properties.

VDOT Project No. BRAC-96A-101, PE101; VDHR File No: Not assigned.

Kathleen S. Kilpatrick
VA State Historic Preservation Officer

Date

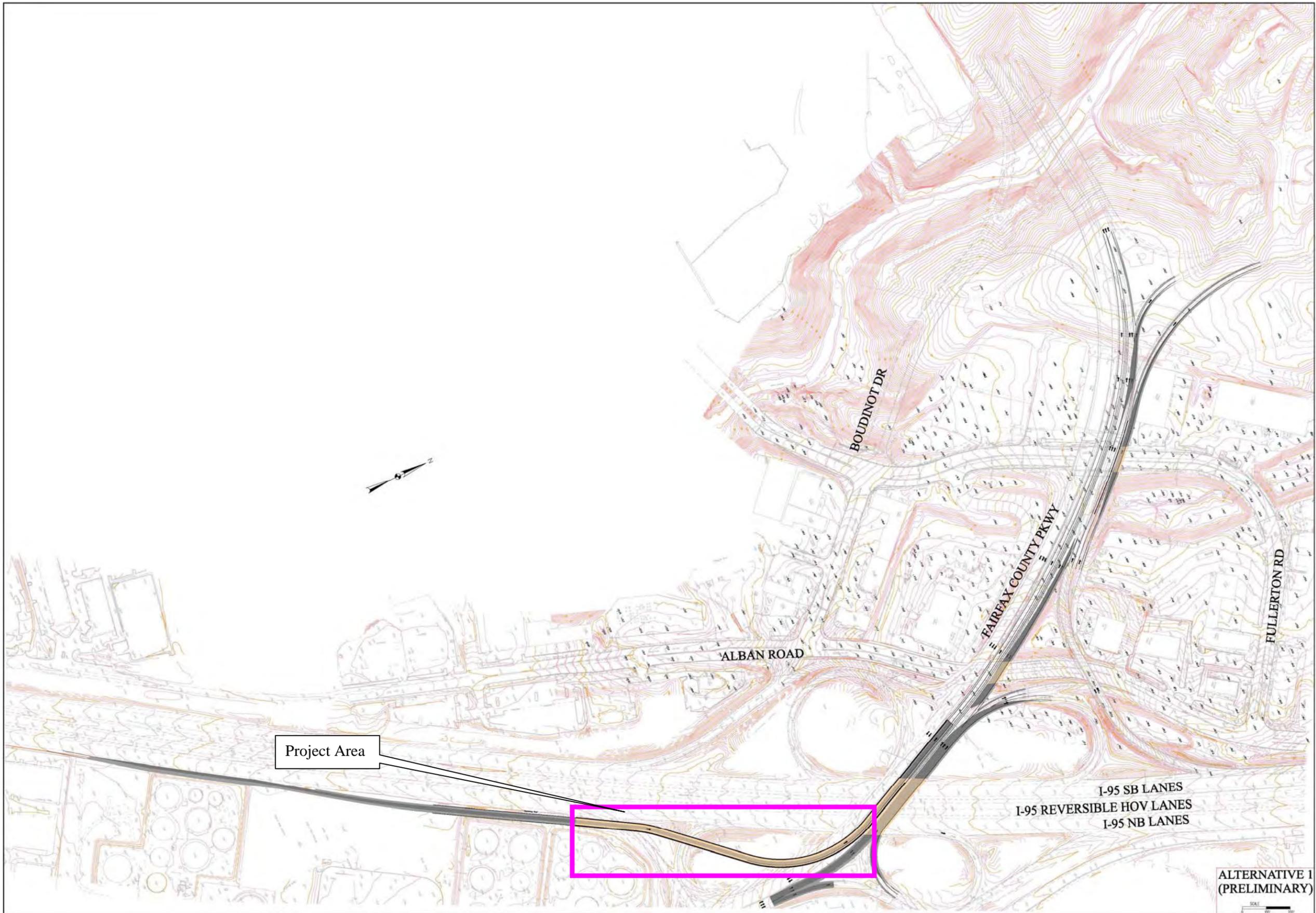


Figure 1. Location of Proposed Improvements (Section 1) at the Proposed I-95/Fairfax County Parkway Interchange.

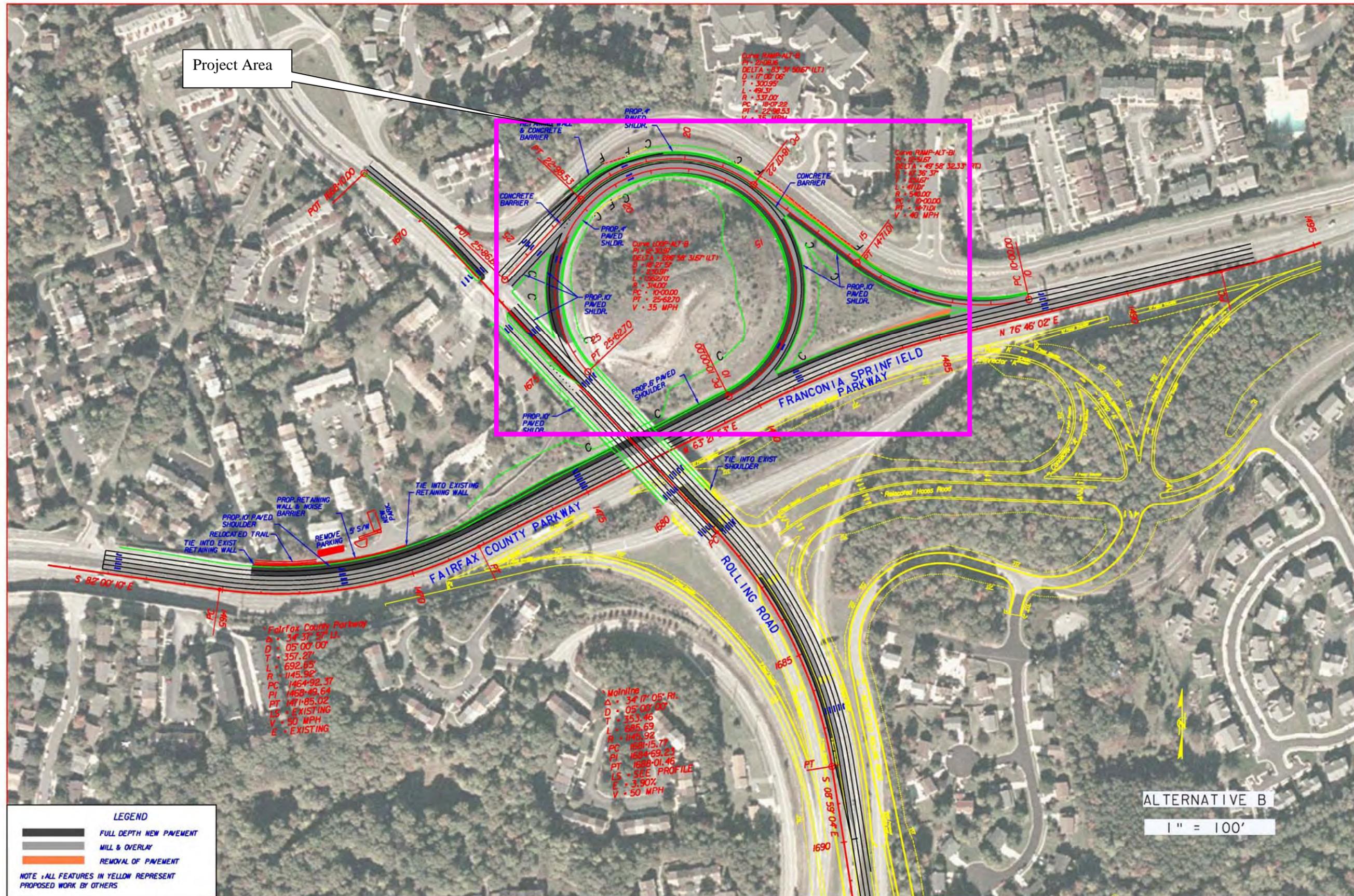
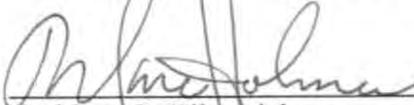


Figure 2. Location of Proposed Improvements (Section 2) at the Rolling Road/Fairfax County Parkway Interchange. NOTE: All features in yellow represent proposed work by others.

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation (VDOT) recommendations that Site 44FX0614 is not eligible for listing on the National Register of Historic Places and that the proposed improvements associated with the Fairfax County Parkway Interchanges at Rolling Road and I-95 will have no effect on historic properties.

VDOT Project No. BRAC-96A-101, PE101; VDHR File No: Not assigned.



Kathleen S. Kilpatrick
VA State Historic Preservation Officer

8 Sept 09
Date

DHR # 2009-1275